

## "Boost the Booster!"

That's the official slogan of a certain town in Arkansas which through boosting itself and boosting its boosters has doubled its population since the 1900 census.

### BOOST THE BOOSTER!

The Arkansas town had been quarreling among itself for years, and standing still. It had boosters, but it had others who refused to boost the boosters, refused to stand by them and yell, "Good boy—keep it up!"

### BOOST THE BOOSTER!

Finally the town got together with itself, organized a "Boost the Booster Club" and began to boom. Now its principal thoroughfare, which was a streak of mud, is a stretch of asphalt, and it has new buildings to match. Now everybody boosts the booster and booms the boom.

### BOOST THE BOOSTER!

This town might take a hint from that one. We have our town boosters—every town has some. But sometimes they get discouraged because of opposition right here in our midst.

### BOOST THE BOOSTER!

Quit out the criticism! Cut the queering! Boom the Boom! Then watch the old town perk up and plunge forward. You can see it move.



WHEN YOU BOOST THE BOOSTER YOU BOOM THE BOOM.

### Automobile Stage Line Assured

The automobile passenger line between Berryville, Blumont and Winchester is an assured fact. The big twelve-passenger car has been purchased and shipped, and will reach Winchester this week. The new service will be installed and the initial trip made, starting from Berryville at 7:15 o'clock next Tuesday morning, March 10. The schedule of trips appears on fourth page of this issue. The car will start from Berryville each morning, Sunday included, at 7:15; arrive at Winchester at 8 o'clock; returning, reach Berryville at 9 o'clock, Blumont at 10:25; leave Blumont at 11 o'clock, Berryville at 12 o'clock, and stop for dinner, reach Winchester at 1:40 p. m.; leave Winchester at 2:50, arrive Berryville 3:30, Blumont 4:30; leave Blumont 4:50, Berryville 5:40, arrive Winchester 7:10; leave Winchester 8:10, arrive Berryville, 8:50 p. m., where the car will spend the night.

The car will be in charge of Mr. Robert T. Marks, son of Mrs. J. W. Marks of Berryville, who has had considerable experience with automobiles in Washington and other cities and who has been in New York for several weeks taking factory instruction concerning the type of car to be used on the passenger line here and being given instruction by the best chauffeurs employed in that city. A letter from the automobile agency there speaks in the highest terms of his ability, and states that he is now competent to operate a public machine in the city of New York—which has the most rigid examination in America for automobile drivers.

The car will be handled in a careful, painstaking manner at all times, and special attention will be paid to passing teams when the horses appear frightened.

Mr. Castleman deserves and should receive the patronage of a generous public, as the installation of the automobile stage fills a long-felt want of quicker communication with Winchester and Blumont.

Call and see I. D. Myers Stock and Implements before sale on March 17.

### This is Worth Remembering

Whenever you have a cough or cold, just remember that Foley's Honey and Tar will cure it. Do not risk your health by taking any but the genuine. It is in a yellow package. J. C. Jones & Co., Millwood Va.

### County Saloons Will Be Closed.

One of the sections of the Byrd liquor law, just passed by a large majority in each branch of the Legislature, provides that no license to retail liquor can be granted in country communities or towns of less than 500 population. This section will mean the closing of the saloons conducted by John T. Lindsey, at Berry's Ferry, and T. P. Conner, near White Post (Bryar's old stand) at the close of the present license year.

The Byrd bill was a compilation of all the liquor and anti-liquor measures recently introduced in the Legislature, and was accepted by the friends of both the saloon and anti-saloon interests as being the best thing for all concerned.

The liquor men accepted it because they realized the intensity and strength of the movement which has been organized against them; and the anti-saloon forces accepted it in a realization that they could not get all they wanted now, but must give way on some of the points at issue.

The law will be reviewed in detail in the *Courier* soon.

A severe cold that may develop into pneumonia over night, can be cured quickly by taking Foley's Honey and Tar. It will cure the most obstinate racking cough and strengthen your lungs. The genuine is in a yellow package, J. C. Jones & Co., Millwood Va.

### Want Local Option Election

A petition signed by about 200 voters was presented to Judge William Atkinson, of the Corporation Court, Winchester, last week, asking that a local option election be ordered for that city at an early date.

It is probable that the election will be ordered held on a date about the middle of April, and we are informed by a gentleman who is closely allied with the city of Winchester and knows the public sentiment there that the odds are about five to four that the city will vote "dry."

## Repeal Special Road Law NOW

All of the officials of Clarke county were elected upon a platform the principal plank of which was **BETTER ROADS**. If any of these officials are now found fighting against the repeal of the **Clarke County Special Road Law** you will know that their advocacy of **BETTER ROADS** before the election was for "election purposes" and was insincere. Give due notice **NOW** to your officials as to what they may expect at the next election if they fail you at this critical moment.

"It will take sixty years to get which is closest of all to the people and where it deserves their confidence possesses it."—Richmond News-Leader.

That's good. So far it has taken thirty-one years to get **NOTHING**, and we are glad the opposition admits that we can get good roads in sixty years if we repeal the special road law.

"If the Senate and House pass the repeal bill for Clarke county, we will have the Governor veto it."—Rumored statement by friends of the opposition.

"Local bills desired by people of Clarke county shall have my approval."—From letter of Governor Swanson.

"\$1,000 or \$1,200 per year will be spent for an engineer to spend your road money."—Claim of opposition.

That is **NOT TRUE**, because two or three counties can employ the same man. The State law says the engineer shall not be paid more than \$1,200 per year. But he can be secured for as much less as possible.

"This general law means to us highly paid officers, higher taxes and worse roads."—Statement from opposition.

The road engineer **WILL NOT** be paid nearly so much as the present road overseers receive; the **ROAD TAXES WILL** be higher; because you can't get good roads for 15 cents on \$100; can anybody imagine worse roads than we now have (that is, in a limestone country)?

"If the Clarke County Road Law is repealed and we are placed under the State law, your taxes will be doubled."—Rumored statement by opposition.

That is **NOT TRUE**, and the opposition knows it. The road taxes will be increased, but the opposition seems to desire to convey the impression that **ALL** your taxes will be increased. As an illustration, the combined taxes of two of the most influential members of the opposition, who own two of the finest farms in Clarke county, will not be increased as much as \$25 per year.

"The Board of Supervisors have no more right to ask for the repeal of the special road law than the same number of other citizens."—Claim of opposition.

You're wrong again. The Board of Supervisors is elected to represent the people. It does represent them. If any member of the Board advocates laws against the welfare and interest of his constituents, he will be notified of it quick enough, and they'll remember him at the next election. Remember this statement at the next election of County officers, and you'll see what we mean.

Our compliments and congratulations to the Clarke county *Courier*. That excellent weekly newspaper is making an earnest fight against a special road law for Clarke, the purpose of which seems to prevent that old and honored county from participation in the good roads movement and to hold her back from progress and advancement. The *Courier* shows itself not the least bit afraid of the big tax-payer and handles him with refreshing frankness and directness, indicating very clearly that his selfish purpose to save a few dollars for himself is injuring his own interest as well as that of his fellow citizens. We are sorry to say that this kind of free and fearless handling of local issues does not mark the conduct of all the local newspapers in Virginia. Yet there is a steady improvement. The weekly newspapers are learning that the influential citizen and the heavy tax-payers do not bite and out-spoken policy is strong with the people. More power to the Clarke County *Courier* and may it win triumphantly and go on permanently guiding public thought forward and upward. The destiny of Virginia is largely in the hands of the weekly press.

State's interest in the Millwood Turnpike, and while a member of the legislature get his brother-in-law, Mr. Barnett, appointed a director for the State in the Castleman's Ferry and Winchester turnpike. Having thus secured to themselves positions where they make free use of the turnpike for hauling their produce to market and for carriages, etc., without cost or the payment of toll, they are opposed to any increase in the taxation for roads, because THEY have all the roads THEY want and don't care a d— for the balance of the people of the county.

To digress a moment from the main subject, I would like to ask the question, Where did these gentlemen get the authority to give themselves the free use of these roads? Where is the law for it? I can conceive of a transportation company giving its directors free passes to travel over the roads, BUT WHEN IT COMES TO SHIPPING PRODUCE OF ANY DESCRIPTION THEY HAVE TO PAY FOR IT. Mr. Barnett tells me it is a custom. I suppose if it had been the custom to DIVIDE UP A CERTAIN PART OF THE TOLL AMONGST THEMSELVES IT WOULD BE ALL RIGHT. What would you call this thing anyway? Is it perquisite of office without any authority in law? I suppose if some of these gentlemen had to pay toll, as other people do, it would cost them \$20 or \$25 per year to haul their produce to market. It must be remembered that the State owns three-fifths of the Millwood pike and two-fifths of the Castleman's Ferry and Winchester pike and these gentlemen are looking after the State's interest. Furthermore, every taxpayer, when he goes up to the Captain's office once a year, is paying the interest on a debt created to build these roads.

It will be found, I think, beyond a doubt, upon examination, that nearly all of this opposition to road improvement is by men who have FREE use of the pikes and those who live immediately on or very near the pikes and are opposed to any increase of road taxes, because, as I have said, they have good roads and don't care for anybody else.

Mr. Gold, when a member of the legislature and it was proposed that the State aid in the making of roads voted against any appropriation for that purpose, and in face of the fact that it was shown that sixty per cent. of this would be paid by the cities and towns of the State. Members representing cities were willing to help the farmers out in this great work, but Mr. Gold's proud heart would have none of it; and now that the State has made an appropriation he claims we are "selling our birthright for a mess of pottage." I am sorry only that the pot is not larger and the pottage greater.

This all shows Mr. Gold's animus to Good Roads. His (Mr. Barnett's) policy is to do **NOTHING**—to keep in the old rut and wear it deeper and deeper each year. Both of the gentlemen were Supervisors for years and one still is. Has anybody ever heard of their doing anything?

Now Mr. Gold tells us we are selling our "birthright." That seems to be a farfetched idea; it looks to me as though we were just beginning to claim our rights that have been lying dormant all these years—our right to have good roads to haul and travel over—the right to make our County the best and most desirable place to live in this old Commonwealth.

Now let us see about this "raw head and bloody bones" that these gentlemen are talking about. Mr. Barnett says that the state law is "ambiguous." What does he mean by that? Does he mean that people can't understand it? Mr. Gold says that it gives the "board large powers." That's good; so it ought, because it places the work in the hands of competent men and takes it from the incompetent. I consider that one of the best features of the law. They tell us that there is 250 miles of road. That includes mountain and all. Does any one propose to pave all the mountain roads? I know of many miles of road on this side of the river that it would not pay to pave for the reason that there is very little travel over them. I should say that from 100 to 125 miles would come nearer the mark. Again we are told that expensive machinery has to be bought. I supposed these gentlemen knew we had three rock crushers and a number of road machines. Two of the crushers could be sold and an engine purchased; so this great expense for machinery becomes a dead issue.

Next comes an expensive man to take charge of this work. There seems to be a discrepancy between Mr. Barnett and Mr. Gold as to the pay of this officer and others, but I suppose that would be a matter for future determination. Does anybody know how many road overseers there are in the County and how much they get out of the road fund? There are also four road commissioners, who get \$20 each. They could be dispensed with as they are sinecures anyway. If all this could be summed up, I think it would be found that the cost of these officers would be as much as the salary of the engineer.

Heterofore, the Board of Supervisors have levied and collected taxes from the people and stood by and seen it scattered to the four winds of Heaven without a grunt. So far as I am concerned, and I believe the vast majority of the people feel the same way, I want this road fund placed in the hands of some one who will spend it honestly and show us something in the way of value for it.

These gentlemen talk as if we had to employ an engineer by the year, but such is not the fact. I suppose that in three or four months all of the available funds would be spent and we would only pay for that time. Two or three counties could join together and employ one man.

Clarke county has an abundance of good stone to make roads and I believe the cost has been very much exaggerated by these gentlemen with the view of trying

to scare the people out of an attempt to make roads. As the question of which district should be served first, this could be determined by lot. The second year there would be three contestants and the third year two, until all had been served. Then it would be reversed, the last becoming first and so on.

In this way, while the process would not be rapid, each district would have a few miles of "scientific" road that they would feel proud of and in very much less than sixty years all of the roads would be paved.

As you say, Mr. Editor, under our present system, and with such men as we have had at the head of affairs, a thousand years will see no change.

Mr. Barnett says he is trying to aid and enlighten the people upon the subject, but you must remember that he is a reactionary and Bourbon of the first water. I would therefore advise that you pay no attention to him, but write a petition to the Hon. R. S. Parks to have this great and glorious old law repealed, to the end that Clarke county will rise up, redeemed from this incubus that buries her up to her chin in mud, dishonor and disgrace. Make her people happy by giving them good roads and you will never regret it.

Jos. PRICE.

### Simple Remedy for La Grippe

La grippe coughs are dangerous as they frequently develop into pneumonia. Foley's Honey and Tar not only stops the cough but heals and strengthens the lungs so that no serious results need be feared. The genuine Foley's Honey and Tar contains no harmful drugs and is in a yellow package. Refuse substitutes. J. C. Jones & Co., Millwood, Va. 3 25

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### YOUR IDLE MONEY WILL EARN

THREE PER CENT INTEREST, compounded twice a year, if deposited in the **BANK OF CLARKE COUNTY**. Capital and Surplus, \$75,000.00.

### The "22nd" at Boyce.

The 176th anniversary of the birthday of George Washington was celebrated by the Boyce High School, with appropriate exercises held in the Primary Room on Friday night, February 21, followed by an oyster supper for the benefit of the new school building.

The room was decorated with United States flags and festoons of red, white and blue, and above the large arch over the platform was a picture of Washington, with white banner, bearing the dates "1732-1799" in figures of gold.

The opening song, "America," was participated in by all of the children of the school.

The children of the primary grades added much to the entertainment and evidenced great care in their training.

The old building was packed to the doors and patriotism was at its height, when suddenly the floor gave way, and down went patriots, school desks, stove, and all. For a few moments there was danger of a panic, but the prompt action of Messrs. Carr, Yowell and others, who were near the doors, prevented a rush, and the entire audience then loyally remained for nearly an hour, standing the best they could, to hear the closing number.

This was rendered by the pupils of the principal's room, who came as "ghosts of the vanished years," shrouded and masked and bearing gilded dates of the important events in the life of Washington. As the last ghost in turn told of the never-to-be-forgotten times and amid the ringing of bells and sounds of merriment, all repaired to the supper room to feast on the good things of life.

The oyster supper was a success, and the school movement at Boyce is going onward.

### WHEN YOU COME

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We are prepared to make loans of reasonable size. Discount committee meets daily. If you want money, call on THE FIRST NATIONAL BANK of Berryville, Va.

I. D. Myers will sell a lot of fine Percheron Horses and Mares on March 17.

### KNIGHT Farm, Near Boyce, for Sale.

The undersigned, as attorneys for the owners, will sell privately the Knight farm containing about 140 acres. It is adjacent to Boyce, fronts on the turnpike, and is in many respects very desirable. For price and terms apply to WHITING & SMITH, Berryville, Va.

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